

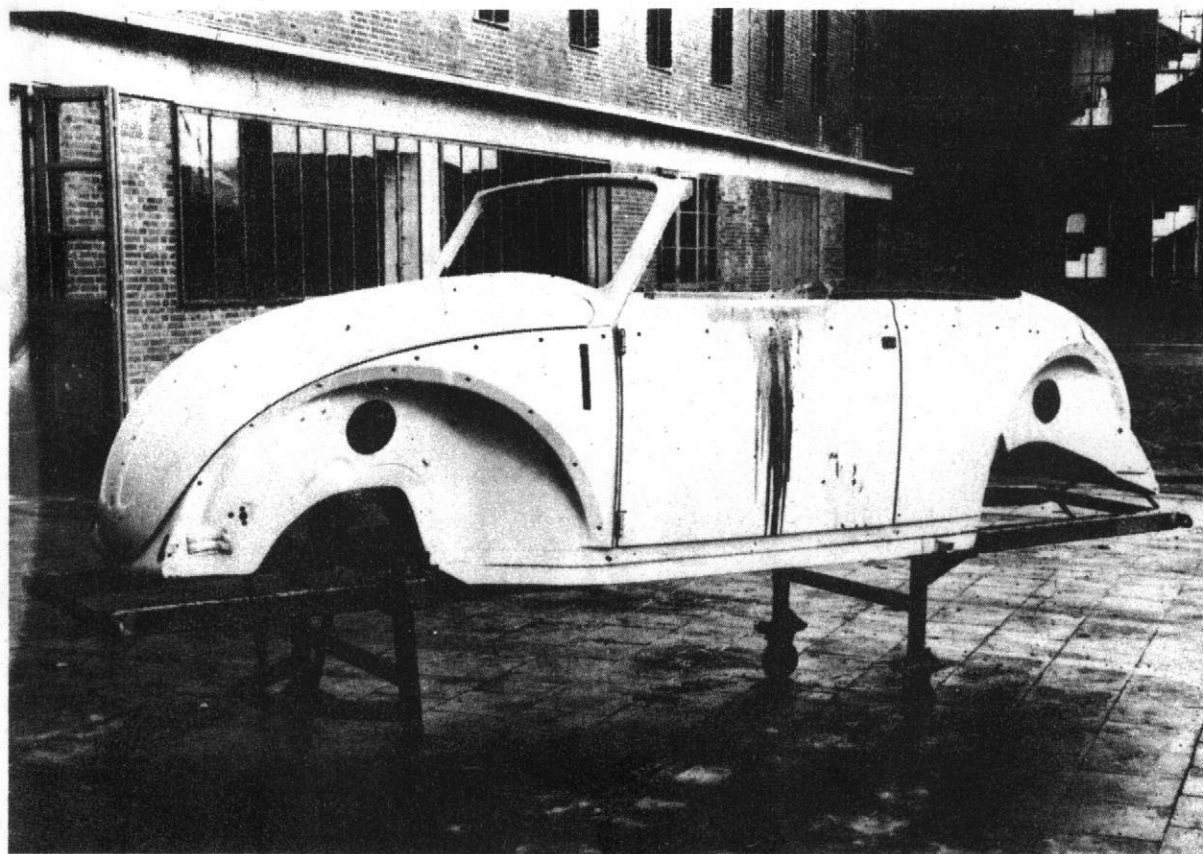
# The International Vintage Volkswagen



## Magazine



Incorporating The K.d.F. Observer



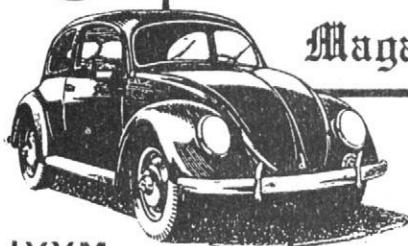
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# The International Vintage Volkswagen Magazine



Incorporating  
the  
KdF Observer

I.V.V.M

194 OLD CHURCH ROAD

ST LEONARDS ON SEA

EAST SUSSEX TN38 9HD

Dear Reader,

Please allow me to introduce myself and the new "International Vintage Volkswagen Magazine." This is the first magazine for dedicated Vintage VW enthusiasts through out the world.

The intention of the magazine is to unite all enthusiasts to share their cars, stories and photograph albums on an International basis. Every reader has the opportunity to send in their stories and photographs of their restored or unrestored vehicles, in fact I welcome anything of interest from you.

The magazine has regular contributors from around the world. As you can see, some of the worlds best known and respected Vintage VW enthusiasts are regular contributors. They will keep us all in touch with their stories and discoveries of Vintage VW's from their part of the world.

So Ladies and Gentlemen, with this the first issue, which I hope to improve with time.

WELCOME TO THE WORLD OF VINTAGE VOLKSWAGENS.

Bob Shaill  
publisher



This 1949 Type 18A Hebmüller was spotted behind a garage somewhere in West Germany back in 1975. The registration plate reads RZ LN 45. The car

## Editor & Publisher

Bob Shaill

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Ronan Sill.  
Bob Shaill.  
Jim Murray.

## European Correspondent.

Andreas Luzzi.  
Switzerland

## American Correspondence.

Steve Wood  
Bob Gilmore

## Australian Correspondent.

Cliff Sedgman

## Brazilian Correspondence.

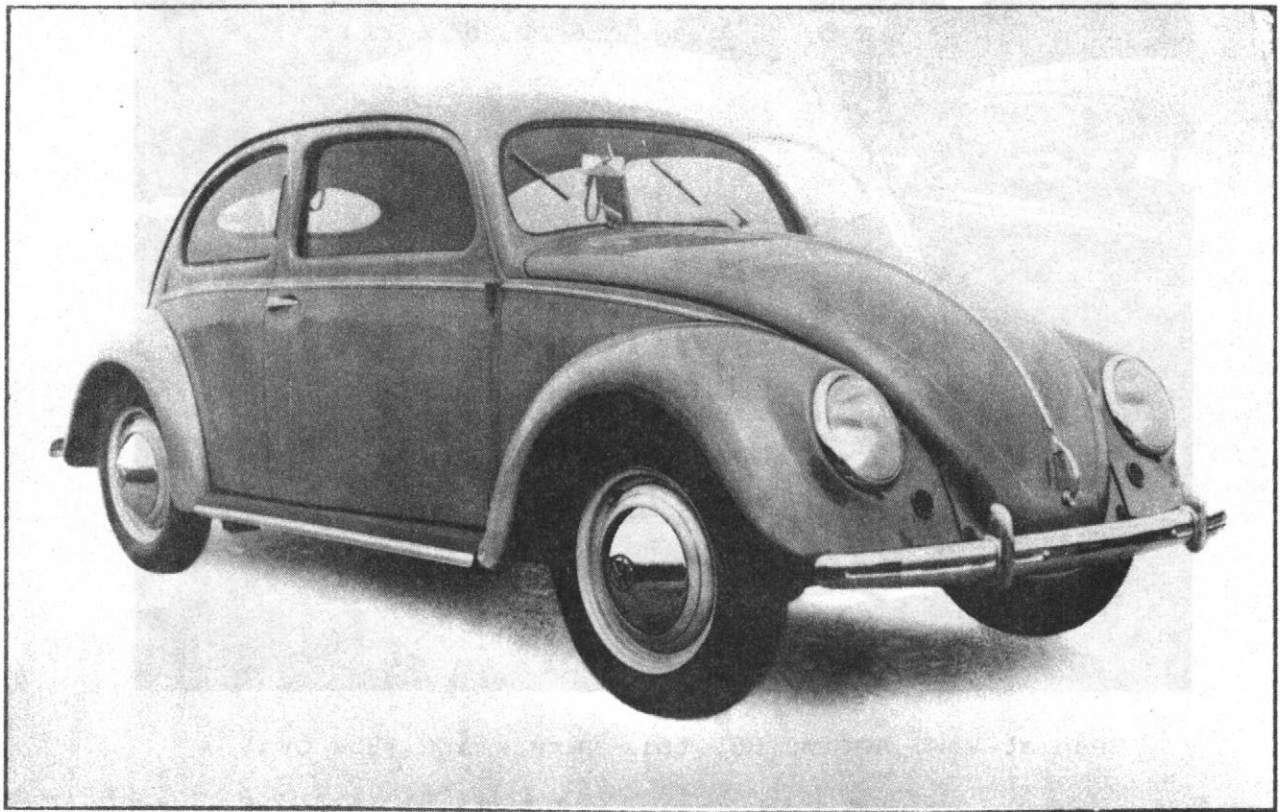
To be Confirmed

## Canadian Correspondent.

VACANCY

## BEETLE AGE FINDER.

1949



Below, Numbers represents the last unit for the month.

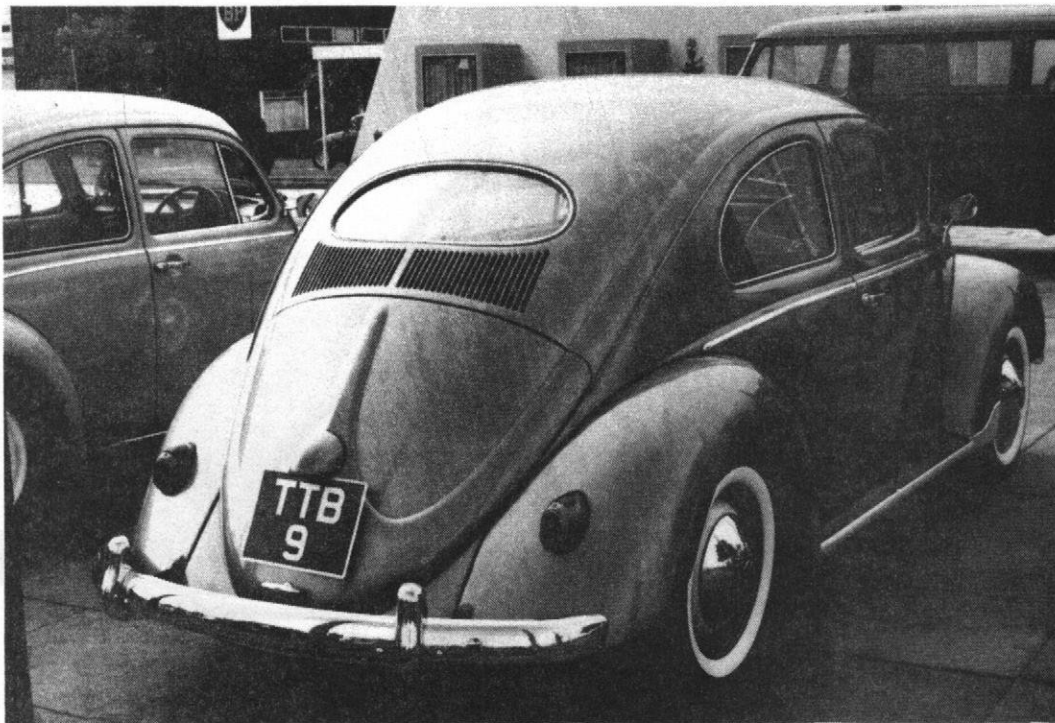
1949

MONTH	CHASSIS NUMBER	ENGINE NUMBER	REAR AXLE	FRONT AXLE	FRAME NUMBER	BODY NUMBER
JANUARY	94 461	125 337	104 549	102 973	100 282	44 376
FEBRUARY	97 061	128 157	107 150	105 558	103 132	47 096
MARCH	100 236	131 440	110 853	108 853	106 628	50 111
APRIL	102 888	134 135	113 415	111 619	109 040	52 764
MAY	106 438	137 650	116 903	115 107	112 780	56 279
JUNE	110 248	141 520	120 680	118 997	116 748	60 161
JULY	114 530	145 750	124 910	123 207	121 176	64 379
AUGUST	119 196	150 342	129 410	128 706	125 920	69 134
SEPTEMBER	123 876	154 934	133 875	132 307	130 890	73 743
OCTOBER	128 754	159 789	138 705	137 298	135 940	78 446
NOVEMBER	133 615	164 739	143 665	142 239	140 880	83 175
DECEMBER	138 554	169 913	148 658	147 131	145 893	87 959

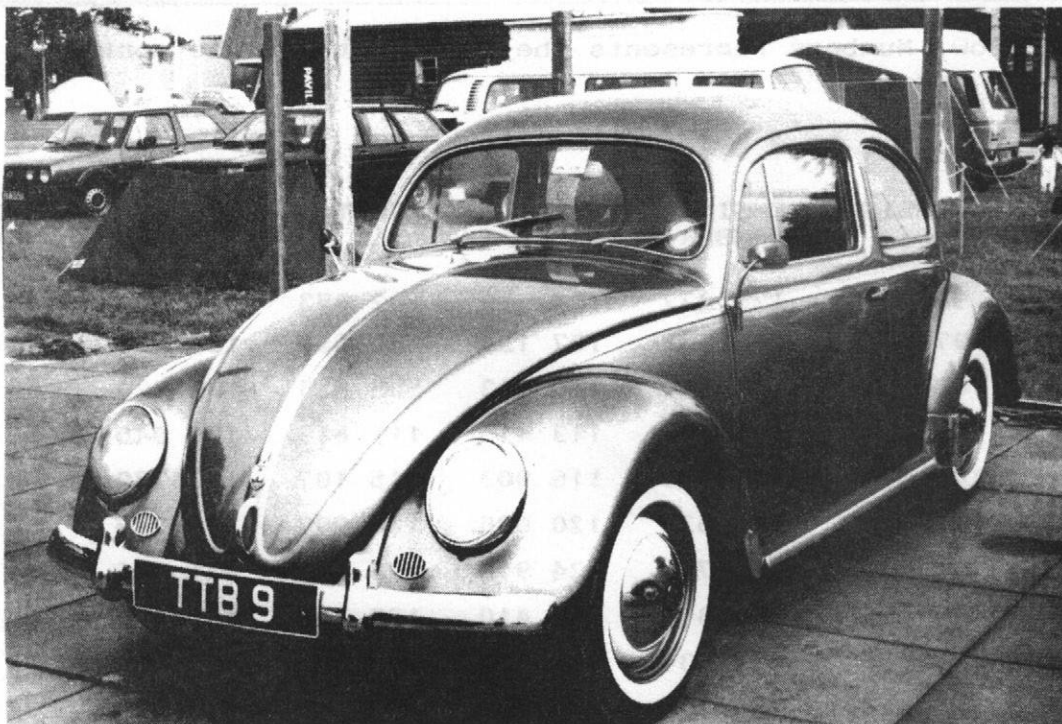
NEXT ISSUE, THE MONTHS OF 1950.



1954 OVAL SALOON.



Seen at V.W. Action 88, this very smart 1954 Oval.

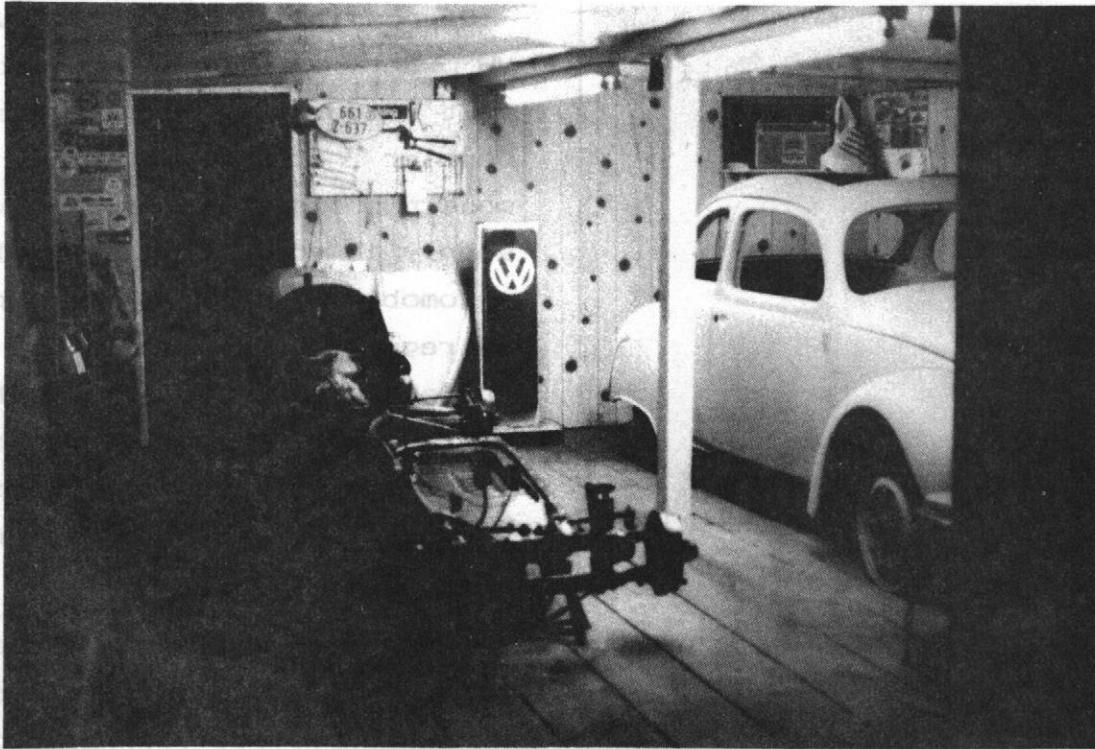


This superb car is owned by a Mr Ray Christopher of Northallerton. The colour system of this car is Strato's Silver, and has only 164460 miles on it's speedo.

The car was manufactured in 1954 with chassis number 10 645 955 and it's Right Hand Drive.

# MY BEETLE COLLECTION.

## PART ONE



My Beetle collection has now finally settled down to four cars. The car I drive every day is a R.H.D. Oval dash Split, built in December 1952.

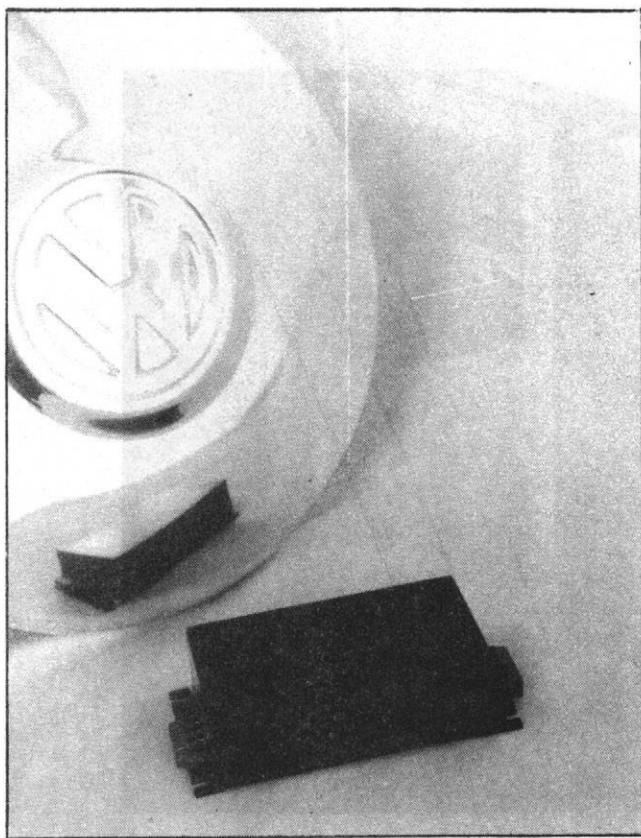
Under-cover waiting total restoration is a September 1953 Oval windowed Beetle. This is a Standard model with Cable brakes, painted in the familiar Dark Blue.

But my two favourite cars are partly restored. Pictured above is a night-time photo of inside my garage, with the two cars I intend featuring in the forth-coming issues. The car on the right has not been seen for over 12 years, only by a very few. This is the 1952 STOLL bodied Beetle Coupe.

( More on this car next issue.) The now completed chassis on the left, is part of my 1949 HEBMULLER Cabrio, also unseen by anyone for the past 8 years. ( Note behind the chassis the Hebmuller's engine cover.) I also intend publishing the sadly incomplete, but interesting history of this rare car.

So look out for the second issue of I.V.V.M. out in early January 1989.

Bob Shaill  
publisher



#### DOUBLE YOUR VOLTAGE

Of possible use to all 6 volt VW owners is a brand new 6 to 12 volt converter. Called "The - Doubler" it uses efficient modern solid-state circuitry to supply 12 volts from a 6 volt automobile system. This supply is regulated, protected, and current limited to allow safe operation of 12 volt accessories such as alarms, radios and cassette players, without conversion of the complete system.

Obvious uses include the ability to fit a modern 12 volt car alarm to protect your precious "Wolfsburg Wonder".

The device can also be used to power 12 volt cassette recorders, radios etc. Unlike the old Bosch and Blaupunkt "Uppers" made several years ago ( and now no longer available ) the Doubler is reliable, weatherproof and generates virtually no heat even after hours of use and weighs only 200 grams.

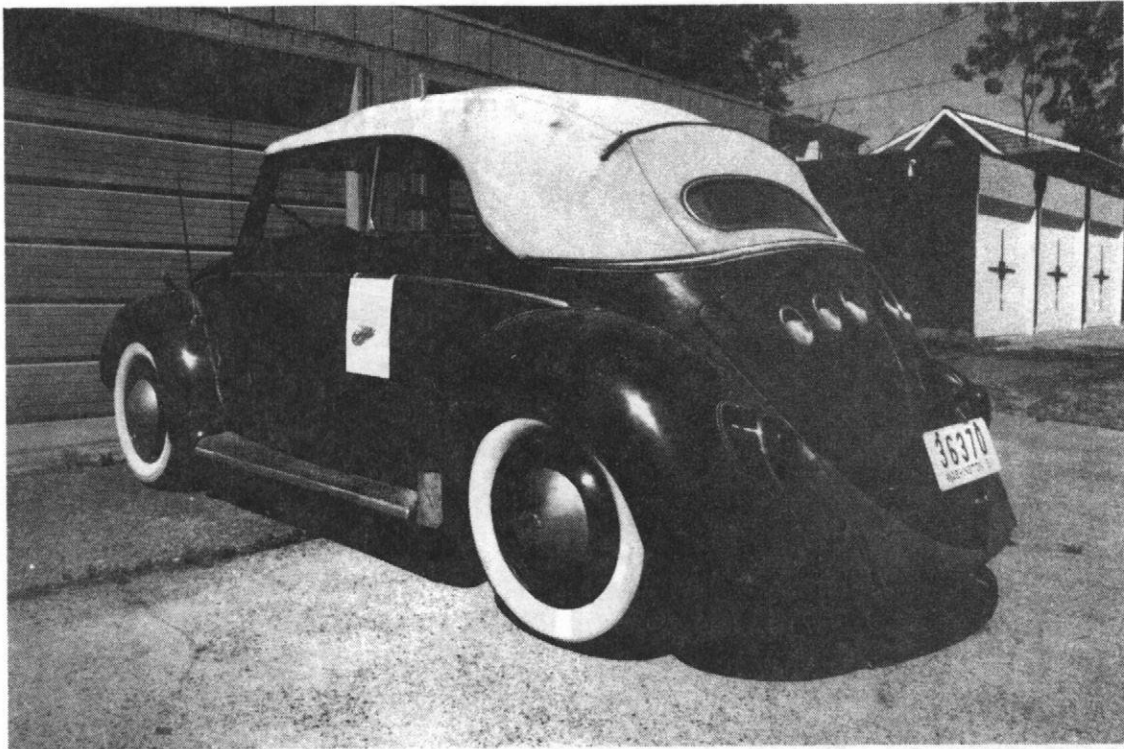
The Doubler's unobtrusive appearance - a small plain black box just 130 x 60 x 30 mm allows it to be easily hidden away without spoiling the period look of your vehicle. I have mine fitted in the luggage compartment, behind the dashboard wiring cover, close to the fusebox - although in fact it could be situated practically anywhere. The box can be attached to the bodywork with four self-tapping screws or alternatively by self-adhesive pads.

The Doubler comes with complete fitting instructions and can be installed in minutes; or remove in the same time if you are really worried about the concourse judges noticing it. Also supplied is a handy " facts sheet " with hints on how to get the best from your car's 6 volt electrical system.

The Doubler is available by post from : Mr S. Sepple, 19A Ripple Road, Barking, Essex IG11 7NN. Telephone 01-594 4081 for £25 plus P & P or SAE for more details.



## 1951 KARMANN CABRIOLET



Ripe for restoration, but has some hard to find parts missing. A familiar story for most of us, so the hunt is on !



Steve Wood from Washington D.C. owns this unrestored 1951 Cabrio. It's original colour was Black & Ivory but today it has a Mars Red paint job. The engine cover has been replaced by that of a Saloon with air intakes probably from an early American car. The hood has whetthered but is undamaged.

Vehicle details; Chassis No 10 291 837. Body No 15 06206.  
Engine No 1 353 014. Built 25 October 1951.

## 1960 DE-LUXE BEETLE.



This well restored Beetle is being scrutinised by the concours judges. He was impressed by the clean 30 bhp engine.



Owned for the past four years by Mike Whittle who spent all his spare time restoring this June 1960 Beetle. This vehicle is fitted with it's original Goldie sunroof. It's interesting to note, this is one of the last Beetles built with semaphores. The 30 bhp engine is however a replacement, but still correct for this car. Mike pointed out the unusual colour scheme on his car, a dark-mid blue. Not seen by him before. With chassis No - 3 138 714 this car came second in it's class at VWAction 88.



After 1945 most of the traditional coachwork factories of Berlin couldn't go on with their formerly successful establishment. An exception was the company of FRIEDRICH ROMETSCH. In the fifties they developed a feeling for international reputed new coachwork bodies on the Volkswagen basis.

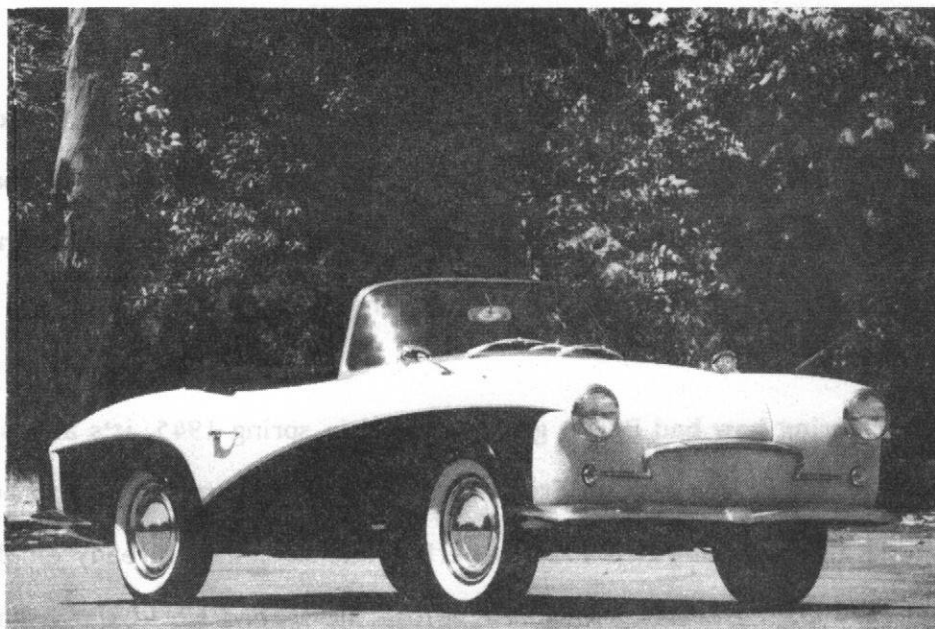
Considering how bad Berlin got destroyed in spring 1945, it's almost unbelievable how Friedrich and his son Fritz were able to start immediately to build up their trade again. Established 1924 in Berlin-Halensee, they already employed more than 50 very skilled craftsmen shortly before the second world war began. And now, after this cruel destroying, how can we go on doing? Friedrich always had a lot of effort and he was clever: during the war he steadily hid the most important tools machines and his char coal powered Opel Olympia in his almost bomb safe cellar. Through his connections to russian military occupation in Berlin-Karlshorst and through his presidentship of the local coachwork-union, first jobs could be arranged.

I don't want to talk about the adorable ROMETSCH "BANANA". Its wonderfully attractive sportsdesign, based on the solid VW chassis, was invented by JOHANNES BEESKOW. His cooperation with Rometsch in 1949 ended up with the prototype, which was held incognito until the automobile exposition Berlin at the beginning of 1950. This is the car, wellknown by any vintage Volkswagen enthusiasts in the world, shown in several magazines and books, in the fifties almost extinguished through Nordhoff and nowadays a (unofficial) pride to the Volkswagenwerk.

No, there is another Rometsch, which deserves much more attention, than it presently gets in the circle of vintage Volkswagen nuts. This car won the GOLDEN ROSE OF GENEVA in 1957, which was THE international beauty and comfort

contest for coachworking in the fifties. It has already been won through the "Banana" in 1954, 1955 and 1956. Insider call the new Rometsch "MODEL 1957" or "TYPE 2".

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Certainly, the design of the old "MODEL BEESKOW" was timeless and could have been built and sold almost forever. But Friedrich wanted to play with new temptations and new forms. No doubts, the new invention had to be based on the extremely economical and reliable VW chassis, too. Regarding to italian pressure and cries for more cool and basic design without lots of trims and chrome, BERT LAWRENCE from west Berlin developed the shape of the new Rometsch. Nobody knows **why, but** this new body wasn't as successful anymore as the good old "Banana", **although it has** been equipped with the quite powerfull OETTINGER OKRASA engines. **With this kind of VW engine the "Type 2"** ended up with a top speed of about 140 km/h (85mph).

The handcraftet finish was very fine. All kinds of individual wishes could have been fulfilled. Beauty contests were won again and again and in 1960 Rometsch stripped the "Model 1957" body once again: chrome had to be taken away, new bumpers were created and the rear end was changed again. Though the car seemed to be more elegant and sportier than ever, it wasn't successful.

Shortly later in 1961 the political situation in Berlin became that extreme that they got the most stupid thing they could get: the wall. From one day to the other Rometsch lost more than 50% of his employees, who have been living in the east part of Berlin. It was absolutely impossible to compensate with west german craftsmen. Rometsch had to give up their Volkswagen **dreams**.

Nowadays, 27 years after their last Rometsch-VW, they are still in business as a very proper and **dynamic** repair shop in Berlin-Halensee, the same place where good old Friedrich started in 1924.

There is a couple in Santa Ana, California, USA, who care for Rometsch cars since more than 10 years: MARIBETH & PHIL L E A D L E Y . They have set up the international ROMETSCH REGISTRY and have already found more than 50 Rometsches throughout the world. So, if you know or hear anything about Rometsch, get in contact or drop a note to them (Tel.: USA + 714/542'5217).



## Rometsch Registry

2510 NORTH LARCHMONT, SANTA ANA, CALIFORNIA 92706

yours sincerely      Andy Luzzi, Switzerland



## 1955 MICRO BUS



This 1955 model is used almost daily and drives just like new. Although flashers are fitted, the semaphores still work.



Pictured above, is a fine 1955 Micro bus owned by Jim Murray. The vehicle has had only two previous owners and still has many of it's original parts still fitted. The paint scheme is original with it's Palm Green top and Sand Green Base.

The Vehicle details are :- Chassis No 20 123 000  
Engine No 20 1 102 771

## TYPE TWO YEAR DATA



A sad reminder of the tragic side of motoring. This fog bound autobahn had sealed the fate of this 1954 VW Micro bus

( Bob Shaill )

The following list is to give you a survey of the numbers of the chassis and other units produced up to the end of each year.

In October 1952, March 1953, January 1954 and March 1955 several substantial technical innovations were introduced.

### VOLKSWAGEN TRANSPORTER ( Type 2 ) Bus only.

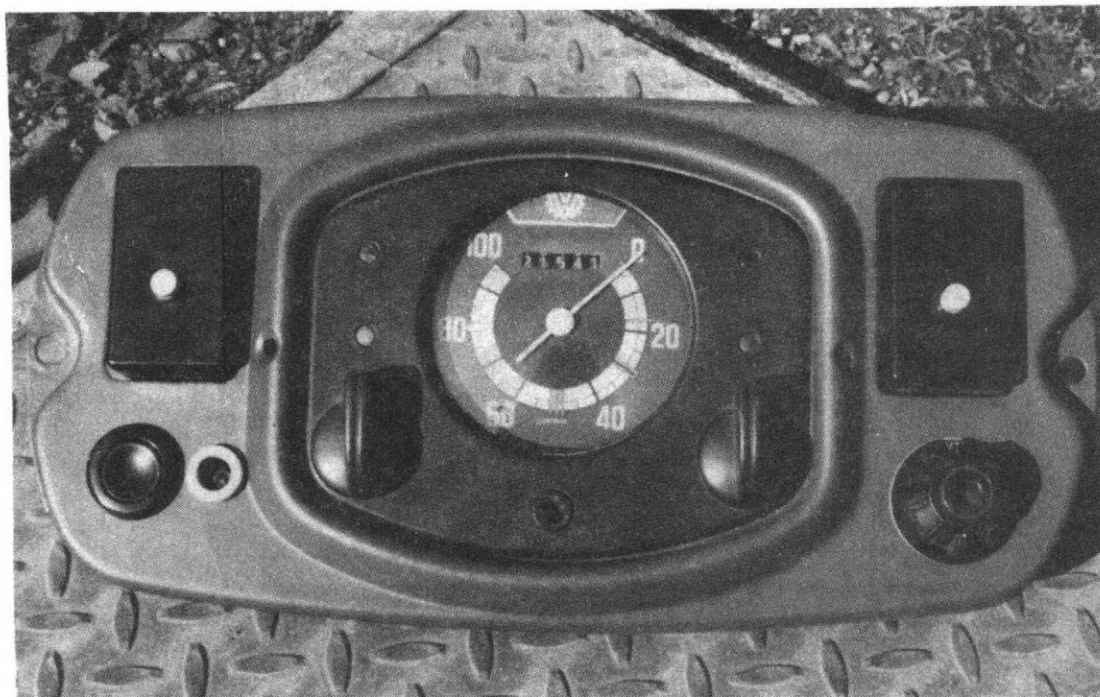
	YEAR	CHASSIS	ENGINE	FRONT AXLE	REAR AXLE
Oot	1952	20 035 112	20 481 713	-	2 456 602
	1952	20 041 712	20 518 653	2 042 212	2 469 390
Mar	1953	20 047 102	20 550 354	2 047 604	2A 49 415
Jan	1954	20 069 409	20 695 356	2 070 257	2A 169 153
	1954	20 110 604	20 945 526	2 111 671	2A 380 323
Mar	1955	20 117 902	20 991 590	2 120 231	2A 418 385
	1955	20 160 716	20 1 277 347	2 162 204	2A 573 609
	1956	223 217	1 678 210	2 226 148	2A 1 044 025
	1957	315 209	2 156 321	2 317 251	2A 1 488 444.

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**ATTENTION** all Vintage V.W. clubs.

From the next issue of I.V.V.M. all Vintage Volkswagen clubs through out the world will be listed in each issue. So if

## 1941 KUBEL DASH PANEL .



Pictured above is the early style dash panel of my 1941 Kubel, this is bolted onto two struts on the front of the vehicle.

This speedometer is an original V.D.O. unit. Note the KdF V.W. badge and the milage reads 21541. The brown bakelite panel is also original with the KdF symbol stamped on it's rear. Notice the switches, they are of a larger style used also on 1946 Beetles.

On either side of the panel can be seen two fuse boxes with screw off removeable lids. Both of the boxes contain five fuses each. On the inside of each lid is an identification card for the various fuses.

On the left can be seen the starter button, the same style as the split window beetle button. Next to this is a socket for a hand lamp. Some panels did not

have a cut-out for this rare accessory.

On the right can be seen an original Notek convoy light switch . Behind this switch was a large can, which housed a wire wound alternator, which has 5 settings to control the front and rear convoy lights. It is very hard to find originals of these, although reproduction knobs are available.

As the war progressed stocks of this type of panel were exhausted, so Volkswagen utilised the Schwimmwagen panel on all the later Kubelwagens. This type had one long fuse box with a smaller speedometer ignition lock and various warning lamps. This is the type generally found on most surviving examples.

(Len Jones.)

### NEW BOOKS Title:- CLASSIC VOLKSWAGENS.

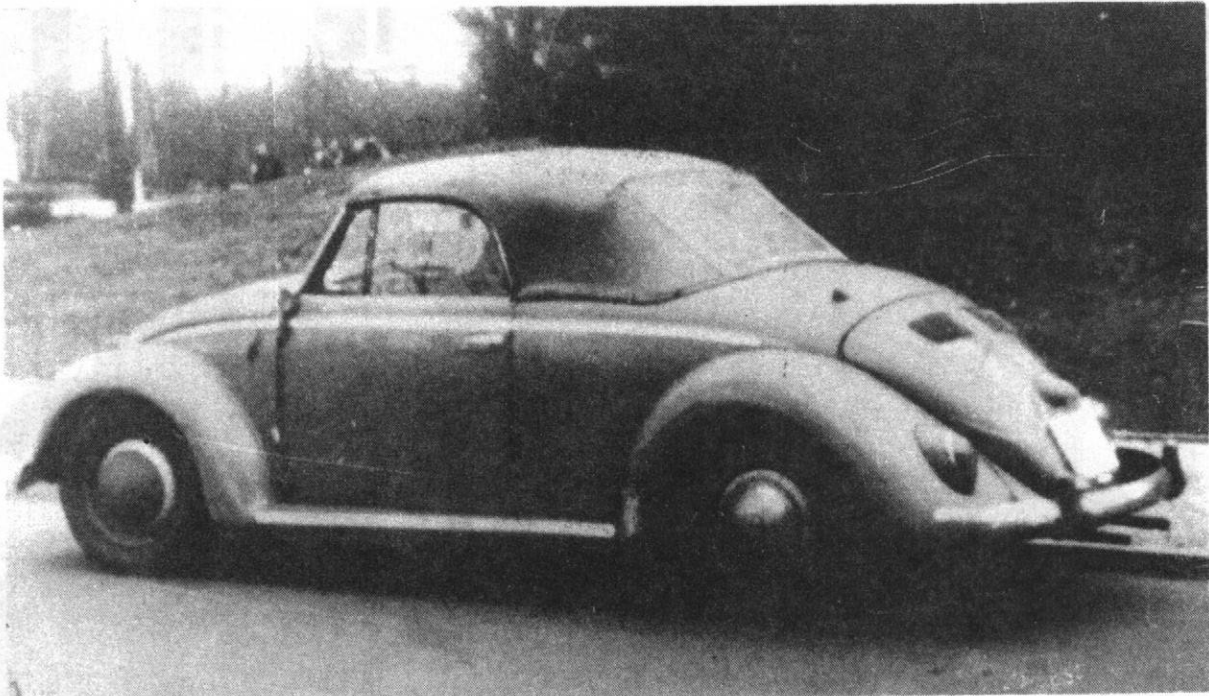
I recently received a review copy of Colin Burham second book intitlled " CLASSIC VOLKSWAGENS ". This superb All Colour book is now available at all good book shops. This book has 126 colour photo's of Split's Oval's Hebmuller's, Karmann Ghia's, Transporter's etc from Britian, Europe, and the U.S.A. There's plenty to read as well.

This book will be very popular with true Vintage VW fans.

Highly Recommended



## UNKNOWN SPECIAL



Very little is known about this 1954 special bodied Cabrio or the coach builders. I have had this photograph for many years now. From my research of years gone by, the car had survived and was in running order in ( if my memory serves me well ) Belgium. But that was about eight years ago ?

( Bob Shaill. )

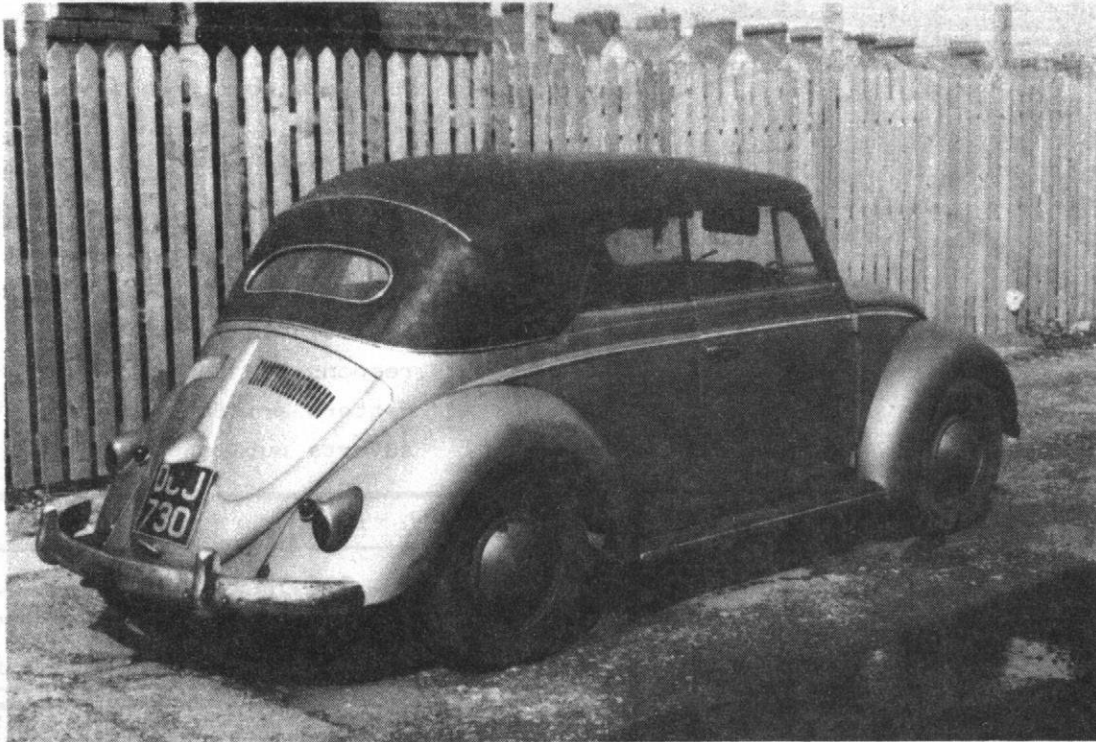
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## 1950 STANDARD SPLIT.



Seen at VW Action 88 this Dove grey 1950 Standard model driven from West Germany. Owner unknown!. Note, this car has the incorrect rear lights. Goes to show even the correct style of lights are just as difficult to find even in the

## 1955 KARMANN CABRIOLET



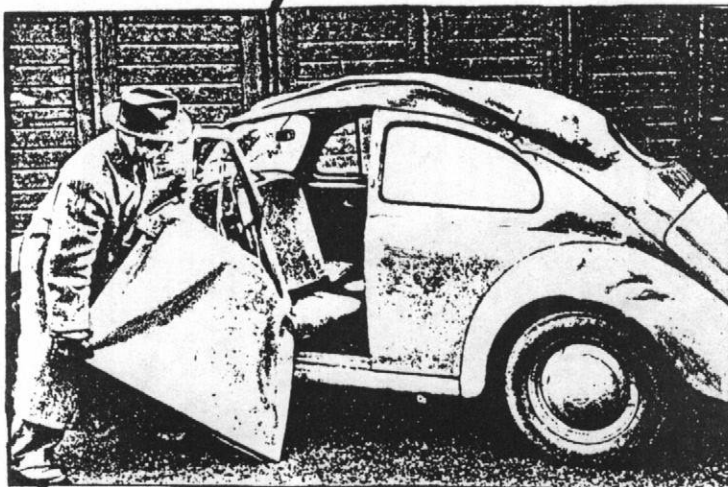
Owned by Mr A Devenish of Wembley, waiting restoration.  
It's original colour was metallic blue.



This late 1955 Beetle Cabriolet is one of the best unrestored vehicles I have seen for sometime. Work is needed around the sills under the rear seat, but the body and most important the hood is in very good condition. The car has it's original 30 bhp engine and is Right hand drive. Vehicle details:-

Chassis No 1 233 692





## YOUR HOBBY STARTS HERE !

To place your free advert in I.V.V.M. you can write or telephone on (0424) - 53431.

All adverts are accepted in good faith, however we do not hold ourselves responsible for any matters arising from any adverts published.

FOR SALE - 1960 Beetle. built March 17 1960. 30 bhp engine, Semaphores, Two tone horns, Reg No; YBY 332, Good tyres, Colour Jade Green (L349), Body virtually rust free. Milage 240.000 miles. I sell car with many spares. £ 500  
Tele (089 283) 3361

FOR SALE - 1959 Beetle, Rare Standard model. Reg No MGS 827 3 spoke steering wheel, crash gearbox, Cable Brakes, Some spares. Offers. Mr John Salton  
Tele (0228) 47731 Home  
(0228) 25101 Work

WANTED- Sunroof Beetle, prefer Oval or late 1950s car. Cash Waiting. Must be MOT'd & Taxed  
Tele D Connor Lewes 479 291.

WANTED- Split case gearbox and rear seat for 1954 Oval Leicester (o533) 862432

WANTED- A complete pair of heart shaped rear lights for 1953 Beetle  
Tele (0462) 686993

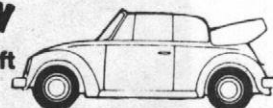
WANTED- Original, complete Split-Window Beetle in good condition. Would prefer a 1951 or 1952 sunroof but would take any Split-Window in good condition.

Contact: Rick Spohn,  
13771 Harding Ave, San Martin,  
Calif 95046 U.S.A.

(408) 683-0154

## KÄFER - MAGAZIN

die vierteljährliche Zeitschrift für VW-Fahrer



Mit Berichten über die guten Käfer, Karmann-Cabrios, VW-Rometsch, VW-Dannenhauer & Stauss, Hebmüller + sonstige Sonderkarosserien, den VW-Bus, den VW-914, die VW-Buggys, VW 411, VW 412, VW 1500, VW 1600, VW-Speedster, VW K70. In fortgesetzter Folge beschreibt das Magazin die Geschichte dieses erfolgreichsten Automobils der Welt. Incl. aller Sonderverwendungen, wie z.B. den Einsatz des Käfers bei der Polizei, Post, Feuerwehr, Bundeswehr oder als Krankenwagen. Tuning und technische Anleitungen werden geboten. VW-Custom-Fahrzeuge, Prototypen werden vorgestellt, wie z.B. der Dieselmotor oder das Cabrio mit geteilter Heckscheibe. Außerdem finden Sie alte VW-Werbung und ein Poster in jedem Heft. Kurz gesagt - KÄFER-MAGAZIN - der Mythos Volkswagen zum Anfassen.

Und - das Stärkste ist: private Kleinanzeigen sind bei uns völlig kostenlos und von aktuellen Treffen usw. berichten wir natürlich auch!!!

Das KÄFER-MAGAZIN ist exklusiv aufgemacht - im Format DIN A 4 mit Sammelösen zum Abheften.

Abonnement (4 Ausgaben) DM 36,- // Einzelheft DM 10,-

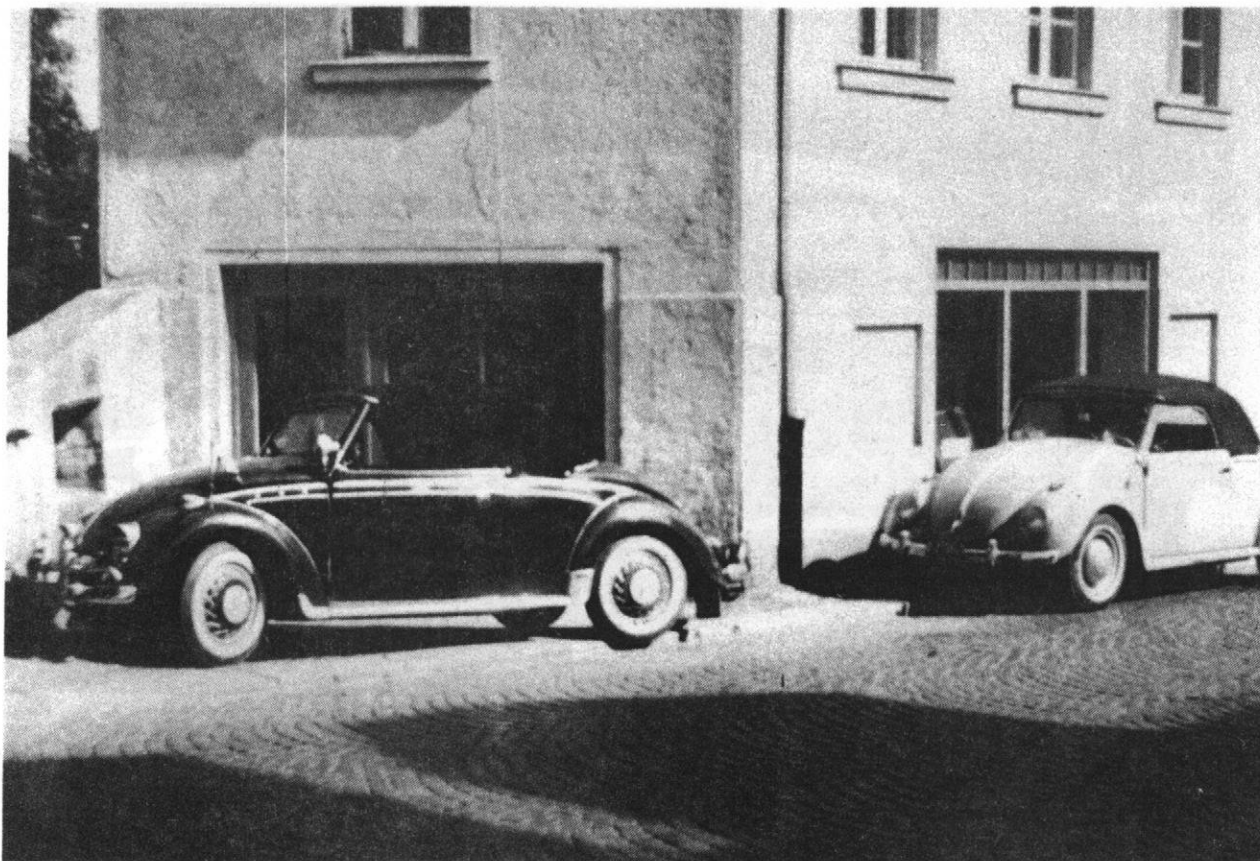
Borchardt & Schmidt · Adenauerdamm 91 · 2200 Elmshorn



The picture above was sent in by Dario Fernandes de Faria of Brazil. An impressive line up of nine Brazilian Karmann Ghia's



## PICTURE ARCHIVE.



This picture was taken around the early 1960's apparently in Austria. Pictured are a nice pair of Type 14 A Hebmüller's.

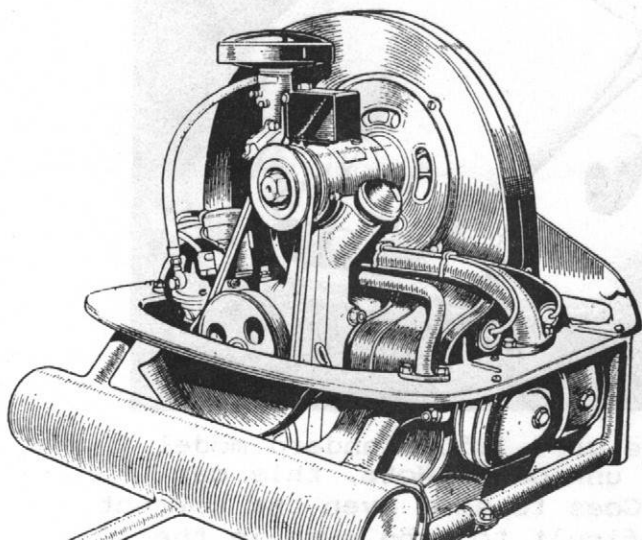
The one left of the picture is painted all red with a black hood. This car has many accessories fitted, not all genuine VW however, but quite sporty at that time. American bumpers were fitted, along with headlight eye-lids, and a spot light on the door hinge-post, wire wheel trims and flashers

lights from a 1961 Vintage Beetle. Extra chrome trim has been added to the side panels, also stone guards, mud flaps, and a flag pennant on the front wing. I wonder what is inside.?

The car behind is more or less standard except for mid 1950's bumpers, 15 inch wheels. This car also has 1961 style flashers fitted. This car is painted a light blue.

Both cars have since disappeared.

Bob Shaill.



### NEXT ISSUE

Out in mid January.

BEETLE AGE FINDER 1950.

THE PORSCHE TRACTOR

HISTORY OF THE 584th HEBMÜLLER

THE FRONT ENGINE TYPE TWO.

THE "STOLL BEETLE COUPE"

MORE ON OVALS

VOLKSWAGEN ACCESSORIES

THE WORLD OF VINTAGE VW CLUBS.



I.V.V.M.

# Vintage V.M. Picture Gallery

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I.V.V.M.

